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parisons drawn from the works of nature, evinced a correct taste and an imagination alive to the beauties of creation, that a good Providence had everywhere scattered around him. It is to be hoped that the orations delivered by him on various occasions, with a selection from the essays, printed in the journals of the day, will be collected and published; they would form a volume, which would be a valuable addition to the library of the man of taste, and constitute a durable and appropriate monument to his memory.'



7.—*Remarks on the Practicability and Expediency of establishing a Rail Road on one or more Routes from Boston to the Connecticut River.* By the EDITOR OF THE BOSTON DAILY ADVERTISER. pp. 71. Boston. 1827. William L. Lewis.

THE report of the Massachusetts canal commissioners, published about a year since, confirmed an opinion which had before prevailed very generally in the community; that the obstacles to the formation and use of a canal from Boston to the Connecticut river, to say nothing about the more difficult route from thence to the Hudson, render the undertaking of such a work clearly inexpedient. Still, the enterprising citizens of Massachusetts are impatient at remaining idle spectators of the great works going on in the middle and western states, facilitating their trade of every kind, and advancing them in wealth and power, with a rapidity unknown in the world before.

The remarks of Mr Hale are calculated to allay this impatience by showing that Massachusetts is not doomed to forego all improvements in intercommunication. They were first published in the 'Boston Daily Advertiser,' probably, to meet the question, then about to be discussed by the legislature of Massachusetts, respecting the expediency of forming a railway from Boston to the Connecticut. Mr Hale appears to have made himself acquainted with most of the works that have been lately written on railways. His familiar knowledge of the geography of New England, cannot be unknown to our readers. With these qualifications, he has examined his subject as minutely as the compass of seventy pages would allow, and his little work must prove highly useful to the community. It is a common sense examination, apparently very impartial, and demands our assent to no more than it proves; and it must be a cause of congratulation to the people of Massachusetts, to know, that, after such an inquiry. Mr Hale is highly in favor of the railway.

We observe that Mr Hale has formed his estimates of cost, on rails of iron, rather than of some cheaper and more imperfect material. We entirely agree with him in the propriety of this. It is absolutely necessary in a work of this kind, to obtain public confidence by that thorough execution, which shall leave no doubt of its being always passable, and preclude apprehension of delay from derangement of any kind. Besides, in the economy of such works, it will be found that, generally, the expense of repairs on an imperfect work, will more than counterbalance the saving in interest on the cost of construction. Under these impressions we doubt whether Mr Hale has not committed an error in supposing, that it will be advisable to build a single pair of rails, with occasional turning platforms and additional rails to permit carriages moving in opposite directions to pass each other; rather than two entire railways. We would form the work to give the utmost facility to the carriages, and trust to the increase of travel, which this facility will itself produce, to redeem the expense incurred by it. An opinion has been somewhat general, that railways are superior to common roads, principally from the application of the steam engine in moving the carriages. This is by no means true; and although carriages are in some places, in England, moved by the steam engine, yet horses are, even there, more generally used; and we think Mr Hale is perfectly right in forming his estimates on the supposition that the use of horse power is best adapted to our circumstances. It certainly is so at present, and we can foresee no change or improvement, which shall reverse this condition.

We apprehend that the people need not the assurance of a revenue to the state, however desirable this might be in itself, to make such a work popular with them. They willingly tax themselves to procure the convenience of common roads. Will they not, then, be content to take the benefit of a highly improved road, without requiring that it shall produce to them a direct income? We believe that if, on examination of the subject, the people of Massachusetts shall have reasonable assurance that a railway to the Connecticut will produce four, or even three, per cent. on the cost, they will cheerfully undertake it. Indeed any loss, were a loss possible, which the present generation can be called upon to encounter, in prosecuting this work, will, we are satisfied, be amply repaid, in the next age, by securing in its ancient relations, a trade, which will otherwise, turn itself into some of the new channels, soon to be opened to it.

We have not examined the details of Mr Hale's pamphlet with sufficient care to warrant us in declaring them to be accurate. It appears, however, to bear those marks of attention to the subject, which seldom fail in directing an author to the truth.